

Finally, Mary McMillan is much beloved by everyone who knows her. It is a tribute to a person who has been in the public eye for so long that everyone has a wonderful story to relate about her character and judgment, as well as her personal kindness.

Mr. Speaker, this retirement will be a tremendous loss for San Mateo. The county may someday have another advocate, but it will be hard-pressed to find such a talented steward of its trust. We wish Mary McMillan well on her next journey in life. We have no doubt that, wherever she goes, she will continue to be the mouse that roars.

**INTRODUCTION OF THE UPDATE,
PROMOTE AND DEVELOP AMERICA'S
TRANSPORTATION ESSENTIALS
ACT OF 2013, AND THE
ROAD USER FEE PILOT PROJECT
ACT OF 2013**

HON. EARL BLUMENAUER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 3, 2013

Mr. BLUMENAUER. Mr. Speaker, today, I am introducing two pieces of legislation to address America's infrastructure deficit and put Americans back to work renewing and rebuilding the country. For the past decade, it has been clear that our transportation funding mechanism is broken, and Republicans and Democrats alike danced around the critical issue of how to fund our nation's infrastructure. During this time, Congress transferred more than \$50 billion of general fund money to the Highway Trust Fund in an effort to keep the Highway Trust Fund alive, but did nothing to solve the long-term problem.

In the past infrastructure funding was a bipartisan issue. Whether it was Democrats and Republicans coming together to launch the interstate freeway system signed into law by President Eisenhower or the subsequent road, transit, and water investments that fueled economic development and tied the nation together, a spirit of forward-thinking cooperation dominated. The recent failure to address our long-term funding problem has also been bipartisan. Despite strong recommendations from private-sector commissions created during the Bush Administration, the forward momentum of the past has been stopped dead in its tracks.

The gap between Highway Trust Fund assets and our nation's future needs is growing as the condition of our roads, bridges, and transit systems continues to deteriorate. There is no question about the importance of our nation's infrastructure to the general economy. America's roads, bridges, and rail lines move goods valued at more than \$11 trillion a year. The failure to make adequate transportation investments puts America at a competitive disadvantage internationally, it complicates movement of goods and people, and it contributes to congestion and pollution. In fact, the American Society for Civil Engineers estimates that if we fail to increase funding in our nation's infrastructure, our transportation failures will restrict our national GDP growth by \$897 billion by 2020. To avoid these outcomes, blue ribbon policy commissions have suggested increasing investment in infrastructure from between \$20 billion to \$40 billion per year.

Unfortunately, Congress has not increased the gas tax since the Clinton deficit-reduction program in 1993. Today, with inflation and increased fuel efficiency for vehicles, the average motorist is paying about half as much per mile as they did then. In this situation, the Highway Trust Fund will require \$15 billion a year to maintain current spending levels. In less than a year, absent Congressional action, we face a precipitous drop in transportation funding—eventually totaling a 30 percent reduction in 10 years. Increased fuel efficiency exacerbates that deficit even more over time.

There is a broad and persuasive coalition that recognizes the importance of an increased investment in our infrastructure. From the Chamber of Commerce, to the AFL-CIO, the American Trucking Association, the Sierra Club, and the League of American Bicyclists, individuals, businesses, and associations across the spectrum are ready to invest in America's infrastructure. Today, I am putting forward a vision for how Congress should go about renewing and rebuilding the country.

My first piece of legislation, the Update, Promote, and Develop America's Transportation Essentials (UPDATE) Act, will phase in a fifteen cent per gallon gas tax increase, similar to what was called for in the Simpson-Bowles deficit reduction proposal of three years ago. It is adjusted for inflation so that we're not back into the same situation in a few years, and acknowledges the long-term inadequacy of the gas tax by clarifying that this should be the last gas tax increase. The UPDATE Act would raise around \$170 billion over ten years.

This would have a powerful effect on the economy. The relatively small amount infrastructure investment in the Recovery Act had a significant impact on employment, creating almost 36,000 jobs for each billion invested. These are family wage jobs in every community across America.

Instituting a reasonable gas tax increase now stops the dance of avoidance. It will provide the revenues Democrats say they want in the form of a user fee which historically has been acceptable to Republicans including Ronald Reagan, who increased the gas tax by a nickel a gallon in 1982 (the equivalent of raising it by \$0.12 a gallon in today's dollars). As we extend the gas tax, we must also think about how to replace it with something more sustainable. The best candidate would be the vehicle mile traveled fee being explored by pilot projects in Oregon and implemented there on a voluntary basis next year. My second piece of legislation provides research funding for larger-scale pilot projects to answer remaining questions about how best to implement a vehicle miles traveled system, appropriate revenue collection mechanisms, and other potential applications for such a system. This bill looks to the future and helps provide a more stable funding base for the next one hundred years.

Addressing the infrastructure deficit, stabilizing transportation funding, and helping America's all-too-slow economic recovery, is critical if we want a livable and economically prosperous country in the years to come. All we need to make it happen is a commitment to build the future together.

HONORING THE MAYOR OF BECKLEY, WEST VIRGINIA EMMETT S. PUGH III

HON. NICK J. RAHALL II

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 3, 2013

Mr. RAHALL. Mr. Speaker, many of us recall one of the lessons of the late Speaker Tip O'Neil who advised us, if "a constituent calls about a problem, even if it's a streetlight out, you don't tell him to call City Hall. You call City Hall."

That is a lesson in government service that those at the helm in City Halls across this nation know all too well. I refer, of course, to our mayors—the mayors of America who gladly take calls, 24/7, about matters A-to-Z, in and out of their city limits.

Mr. Speaker, West Virginia has been blessed by a plethora of long-serving mayors, men and women who have devoted entire careers to caring for their hometowns. These public servants not only know everyone in line at the local grocery store, they also know their parents and grandparents as well as their children and their grandchildren.

To those term-limit zealots out there, I will say these local elected officials know the severest term limit of all—the town election. And yet, election after election, voters repeatedly return so many of these faithful people to public service. Voters know their mayors and know them well, and it says something meaningful when they choose to reelect them over and over again.

Today, Mr. Speaker, I note a celebration happening in my own hometown this week to honor the City of Beckley's longest serving mayor, Emmett S. Pugh III.

Mr. Speaker, in this native son of Beckley, public service roots run deep. His grandfather, A.K. Minter, served as mayor from 1938 to 1959. His other grandfather, E.S. Pugh, served on common council.

Growing up in Beckley, he formed lasting friendships that served as a foundation for his deep sense of caring about people and their problems and his commitment to finding solutions to the community's challenges.

As a Babe Ruth second baseman and shortstop, Emmett helped win the state championship—a first for a Babe Ruth team from Beckley. He grew up with boys who would eventually become business and community leaders: Pat Fragile, the Rosenbaum twins, Palmer Farley, and Fred Lewis, who would become a Supreme Court justice in Florida.

Emmett joined a local band, the Red Barons. He and several friends formed their own "fraternity" at Woodrow Wilson High School, calling themselves the "Dirty Dozen." The Red Barons would eventually appear on Dick Clark's "Cavalcade of Stars". The fortunes of the "Dirty Dozen" are far less clear.

A 1973 University of Alabama graduate and Political Science major with a specialization in State and Local Government, Emmett began his professional career as President of Bowlwick, Inc., serving there for thirteen years. He then became a broker for Wheat First Securities for two years. He served as Councilman-at-Large for the City of Beckley from 1979 until 1988, at which time he became Mayor of the City of Beckley, a position he holds today.

He has served as the Legislative Chairman of the West Virginia Municipal League sixteen

times over the years as well as Chairman of the West Virginia Municipal Home Rule Board. He is a past president of the 4-C Economic Development Authority and Beckley Rotary Club. He has served as Chairman of the Region I Planning and Development Council in Princeton, the Beckley Sanitary Board, the Pinecrest Development Corporation, and Beckley Renaissance. He has also served as Director of the Mountain State University Foundation, Board of Directors/Vice-President and past Campaign Chair of the United Way of Southern West Virginia, a member of the Raleigh County Airport Authority, a member of the Board of Trustees for Beckley Little League, and Vice Chairman of Appalachian Regional Healthcare in Lexington, Kentucky.

Awards Mayor Pugh has received include being named Past Mayor of the Year, being a recipient of four All Star Community Awards and the Paul Harris Fellow from the Beckley Rotary Club. He was also the proud recipient of the 2009 Spirit of Beckley Award. Mr. Pugh is a member of the National League of Cities, Moose International, NAACP, and the West Virginia Municipal League.

During his tenure, the fortunes of the City that Emmett Pugh serves as mayor have grown. The list is long, but projects Mayor Pugh has led include the renovation of the police garage, the construction of two new fire stations, the annexation of additional properties that have expanded the City's reach, the razing of deteriorated properties to open opportunities for renewal, the paving and enhancement of streets and addition of traffic lights, the purchase of equipment for community playgrounds, and the addition of picnic shelters in community parks. His handiwork can be seen in the Beckley Intermodal Gateway, the Rahall Company Store, Thornhill Courts, Freedom and Word Parks, and the Lewis-McManus Trail. And, the list goes on.

As long as humankind holds public office, the Good Book teaches us there will be no perfect office holders. But we can thank the Almighty that there are talented, dedicated, caring human hearts and minds that take up the call to public service.

It has been said that the highest honor one can receive is one from those who themselves walk in our shoes. That Emmett's fellow Mayors have honored him not once, not twice, but three unprecedented times, electing him as their League President, and presenting him with their "Quiet Strength" Award speaks volumes. Emmett's mentor, John McCulloch, a former Beckley Mayor himself, helped put Emmett's own quiet strength to work for the good families, businesses and industries of Beckley. Over the decades, whether calling City Hall, the Mayor's home, or even his cell phone, one knew that the quiet strength of Emmett Pugh could be counted on to answer. For that, we thank my long-time friend and ALL of Beckley's Mayor, Emmett Pugh.

DELEGATE LACEY E. PUTNEY

HON. ROBERT HURT

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 3, 2013

Mr. HURT. Mr. Speaker, this year marks Delegate Lacey E. Putney's retirement from 52 years of distinguished public service and

accomplishment representing Bedford and the surrounding area in the Virginia House of Delegates. Born in Big Island, Virginia, Delegate Putney is the longest-serving member of the Virginia House of Delegates in the Commonwealth's history, having served since January 1962. He was a member of the Appropriations Committee for nearly 50 years, including 5 years as its Chairman, providing critical leadership in the development of our state's balanced budgets each year. Legislators on both sides of the aisle have always had the utmost respect for Delegate Putney because he has always led based on his conscience and his convictions rather than partisan interests. He will be remembered for his service to our country in the United States Air Force, his devotion to fiscal responsibility, his commitment to economic development, and his legacy of independent-minded leadership for our great Commonwealth.

Lacey Putney devoted his life and career to the betterment of his community and our entire state. On behalf of myself and Representatives BOB GOODLATTE, BOBBY SCOTT, RANDY FORBES, ROB WITTMAN, MORGAN GRIFFITH and SCOTT RIGELL, I thank Delegate Putney for his decades of service to the great Commonwealth of Virginia. It has been an honor to serve with him, and I wish him and his wife, Carmela the best in his retirement.

HONORING MR. DUNBAR BROOKS

HON. C.A. DUTCH RUPPERSBERGER

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 3, 2013

Mr. RUPPERSBERGER. Mr. Speaker, I rise before you today to honor Mr. Dunbar Brooks on the occasion of his retirement from the Baltimore Metropolitan Council after a long and distinguished career and decades of selfless community volunteerism.

A lifelong resident of Turner's Station in Baltimore County, Mr. Brooks is a United States Army veteran, honorably serving two tours of duty in Vietnam before starting his career. He has worked as a manager of data development and regional planner at the Baltimore Metropolitan Council since 1982, developing expertise in spinning numbers into compelling stories. He has become the go-to guy for demographers and planners across the region, helping to shape Baltimore's landscape.

Throughout his career, Mr. Brooks has held several teaching positions, including at the Community College of Baltimore County and the Morgan State graduate school. He has managed to find time volunteering for countless boards and commissions, including both the Baltimore County Board of Education and Maryland State Board of Education, where he served as president. He is the longtime chairman of the Turner Station Development Corporation and a life member of the Dundalk-Sparrows Point NAACP.

I would be remiss not to mention that Mr. Brooks' relentless leadership helped terminate plans for a dangerous and ill-advised liquid natural gas facility near the Turners Station community. Mr. Brooks spent countless hours fighting on behalf of his community, the Port of Baltimore and the thousands of jobs dependent on it.

Mr. Brooks' is the well-deserved recipient of awards and accolades too numerous to list in

their entirety. Most recently, he received the Baltimore County NAACP Excellence in Education Award. In 2002, he earned the Distinguished Alumni Award from the Baltimore City Community College and the Chesapeake Region Community Service Award from the Boy Scouts in 1998.

I have had the pleasure of knowing Mr. Brooks on a personal level for many years. In addition to his community spirit and generosity, I am deeply impressed with his dedication to his family. He is also a loving husband to his wife, Edith, as well as a proud father and grandfather.

Mr. Speaker, I ask that you join with me today to honor Mr. Dunbar Brooks. His service and dedication to the people of Maryland is an inspiration. It is with great pride that I congratulate him on his retirement and wish him many more years of continued success and happiness.

IN RECOGNITION OF WILLY CAHILL

HON. JACKIE SPEIER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 3, 2013

Ms. SPEIER. Mr. Speaker, I rise to honor Willy "Clipper" Cahill who is being honored today with a USA Judo Lifetime Achievement Award. I can't think of a more deserving person to receive this exceptional honor. Willy has empowered thousands of children and adults through an ancient art form that builds confidence and enhances independence.

I was one of those lucky children. Willy was my judo teacher from third through sixth grade. He was a fantastic role model, the embodiment of discipline, humility and grace.

His teachings have served me well throughout my life. A few years ago, Stephen Colbert of Comedy Central's Colbert Report came to Capitol Hill to interview me. He was, of course, not interested in ordinary footage, instead he made me get on a skateboard and cruise through the halls of Congress. He goaded me about my judo experience and dared me to throw him onto the marble floor in the Capitol. Colbert ended up on the floor and so did the footage—on the cutting room floor. Without my early lessons and Willy's guidance who knows what would have happened?

Willy was born in 1935 in Honolulu, Hawaii. He started his martial arts education under his father, Professor John Cahill, Sr. who had studied under Professor Okazaki's Kodokan System of Jujitsu in Hawaii. When Willy was 12 years old, he was treated and cured of Polio. He walked out of the hospital—a miracle for which he credits Professor Okazaki.

After graduating from South San Francisco High School, Willy attended San Mateo Junior College. His father founded Cahill's Judo Academy in Daly City in 1948. Professor Cahill's dream was to get one of his students to the Olympics. That dream was cut short by his tragic and premature death at age 50.

Willy had big shoes to fill, but he lived up to the challenge and beyond. In honor of his dad, Willy opened a new Cahill's Judo Academy Dojo in San Bruno in 1963. Setting the highest standards and goals for himself and his students, Willy has surpassed his father's dream.